

BookletChart™

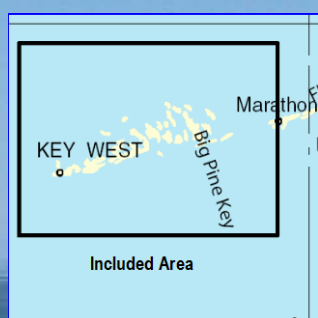


Florida Keys – Sombrero Key to Sand Key

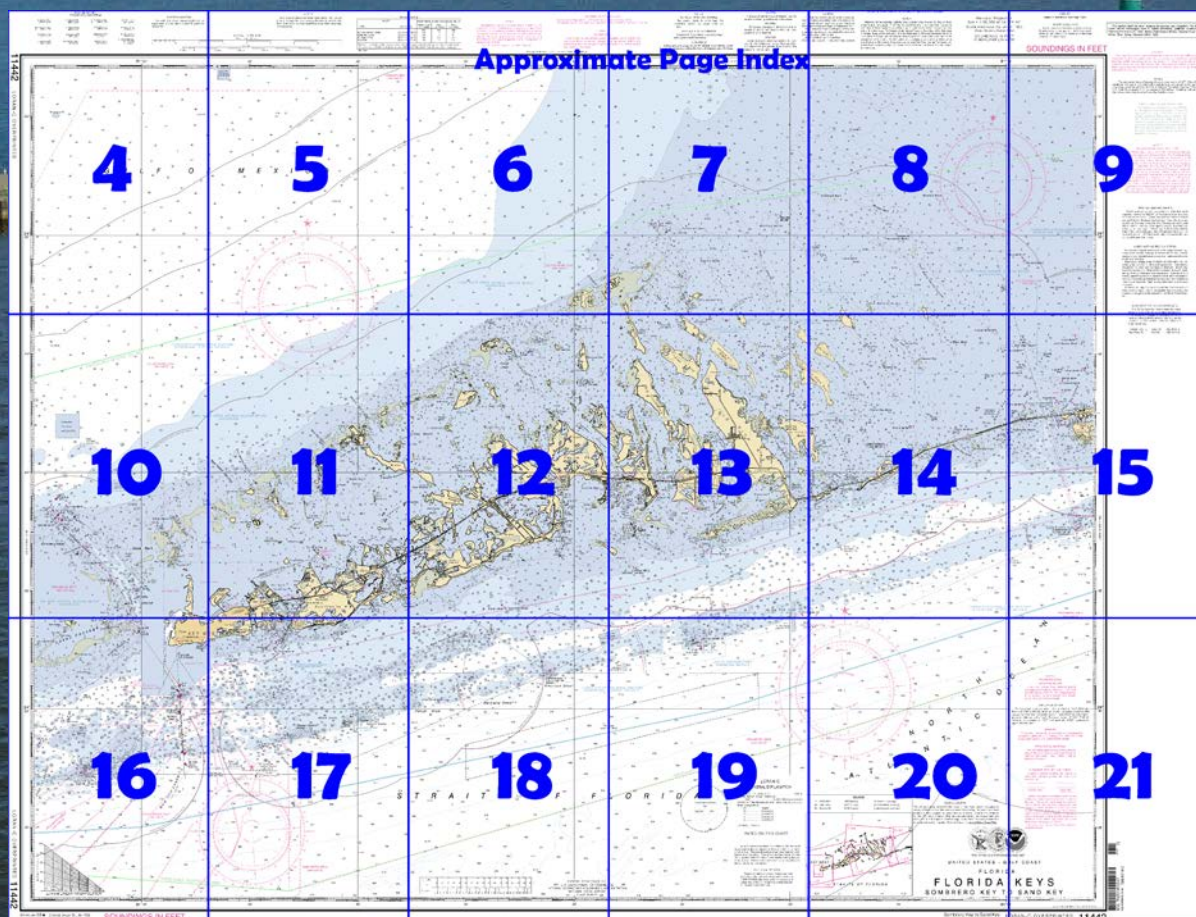
NOAA Chart 11442

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11442>



(Selected Excerpts from Coast Pilot)
Great White Heron National Wildlife Refuge and **National Key Deer Refuge** extend through the northern part of the keys from near Vaca Key to Key West. **Looe Key Management Area (Looe Key National Marine Sanctuary)** has been established to protect and preserve the coral reef ecosystem and other natural resources of the waters surrounding **Looe Key**, 6 miles south-southeast of Summerland Key.

Kemp Channel, about 2 miles westward of Niles Channel, is between Summerland Key to the east and Cudjoe Key to the west. This channel is highly used by local boaters. A reported controlling depth of 3 feet was

in the entrance, and 5 feet was in the channel. The channel is marked by daybeacons to the highway bridge. Strangers should seek local knowledge before transiting this area.

The northern alternate route of the Intracoastal Waterway leads northwestward from Bahia Honda through **Big Spanish Channel** to Harbor Key Bank, thence along the north side of the Florida Keys to Northwest Channel, thence to Key West. The controlling depth for this route was 2 feet. Numerous submerged pilings are also in this channel. Local knowledge is advised.

At **Mile 1214.2A**, the waterway passes through a crooked channel marked by daybeacons southwest of **Big Spanish Key**. Caution should be exercised in this shoal area. Northward of the key the color of the water is a good indication of the channel location.

At **Harbor Key Bank Light 45, Mile 1218.3A**, the waterway enters the Gulf of Mexico, turns westward and follows a course of **246°** for about 28 miles to the lighted bell buoy at the entrance to **Northwest Channel, Mile 1251.1A**. A course closer to the Florida Keys should not be attempted because the landmarks are difficult to identify and the bottom inside the 18-foot contour rises abruptly.

The recommended routes to Key West are via Hawk Channel or through Big Spanish Channel; these routes have been described earlier. **Moser Channel** affords passage between the keys from the Gulf of Mexico to Hawk Channel for vessels of 7 to 8 feet in draft. The swing span of Seven Mile Bridge across Moser Channel has been removed; however, the bridge piers remain. The highway bridge south of the former swing span has a clearance of 65 feet.

The tidal current at the Moser Channel bridge floods NNW with an average velocity of 1.4 knots and ebbs SSE with an average velocity of 1.8 knots. Wind effects modify considerably the current velocities and directions.

Florida Bay, a triangular-shaped body of water between the Florida Keys and the S coast of the mainland, extends in a general E-W direction from Shell and Bogie Keys to Cape Sable. Depths are shallow and irregular; the bottom is mostly mud. From April to October the waters of the bay are clear and the shoals plainly discernible, but during the winter the water frequently turns milky and renders the shoals indistinguishable.

In the E part of the bay are small keys and numerous mudflats which bare, or nearly bare, at low water. The W part of the bay has depths ranging from 7 to 13 feet, and the bottom is covered with loggerhead sponges and turtle grass.

A protected area of the **Everglades National Park** is in the northern part of Florida Bay.

For the protection of wildlife, all keys in the Florida Bay portion of Everglades National Park are closed to landing except those marked as designated camping areas. The killing, collecting, or molesting of animals, the collecting of plants, and waterskiing are prohibited by Federal Regulation.

Manatees. Regulated **speed zones** for the protection of manatees are posted throughout the Everglades National Park.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami

Commander
7th CG District
Miami, FL

(305) 415-6800

Table of Selected Chart Notes

Corrected through NM Nov. 10/12
Corrected through LNM Oct. 30/12

NOTE D RESTRICTED AREA

No anchoring by sailboats or other masted vessels due to the presence of high tension power lines.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.517" northward and 0.692" eastward to agree with this chart.



COLREGS, 80.740 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

U. S. HIGHWAY NO 1 FIXED BRIDGE CLEARANCES

1" HOR CL 67 FT VERT CL 15 FT	1" HOR CL 88 FT VERT CL 15 FT	1" HOR CL 78 FT VERT CL 8 FT	1" HOR CL 73 FT VERT CL 9 FT
1" HOR CL 14 FT VERT CL 7 FT	1" HOR CL 83 FT VERT CL 40 FT	1" HOR CL 15 FT VERT CL 5 FT	1" HOR CL 15 FT VERT CL 5 FT
1" HOR CL 35 FT VERT CL 11 FT	1" HOR CL 25 FT VERT CL 6 FT	1" HOR CL 16 FT VERT CL 7 FT	1" HOR CL 78 FT VERT CL 8 FT
1" HOR CL 80 FT VERT CL 9 FT	1" HOR CL 88 FT VERT CL 15 FT	1" HOR CL 58 FT VERT CL 20 FT	1" 2 FIXED BRIDGES HOR CL 86 FT VERT CL 9 FT

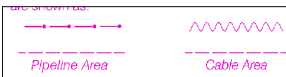
TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Boot Key Harbor bridge	(24°42'N/081°06'W)	feet 2.0	feet 1.8	feet 0.2
Bahia Honda Key	(24°39'N/081°17'W)	1.5	1.3	0.1
Big Spanish Key	(24°47'N/081°25'W)	3.3	3.0	0.4
Key West	(24°33'N/081°47'W)	1.9	1.6	0.2
Dashes (-) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov . (Sep 2012)				

NOTE B

KEY WEST - MAIN SHIP CHANNEL

The project depth is 34-36 feet. For controlling depths use charts 11441 and 11447.



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

PAST

NOTE G

PROHIBITED AREAS (Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine

CAUTION

Overhead power cables run parallel to Highway No. 1 from Marathon to East Rockland Key. All clearances are greater than those of the adjacent fixed bridges.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Teatable Key, FL WWG-60 162,450 MHz
Key West, FL WXJ-95 162,400 MHz

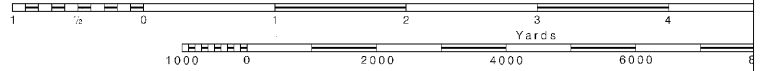
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

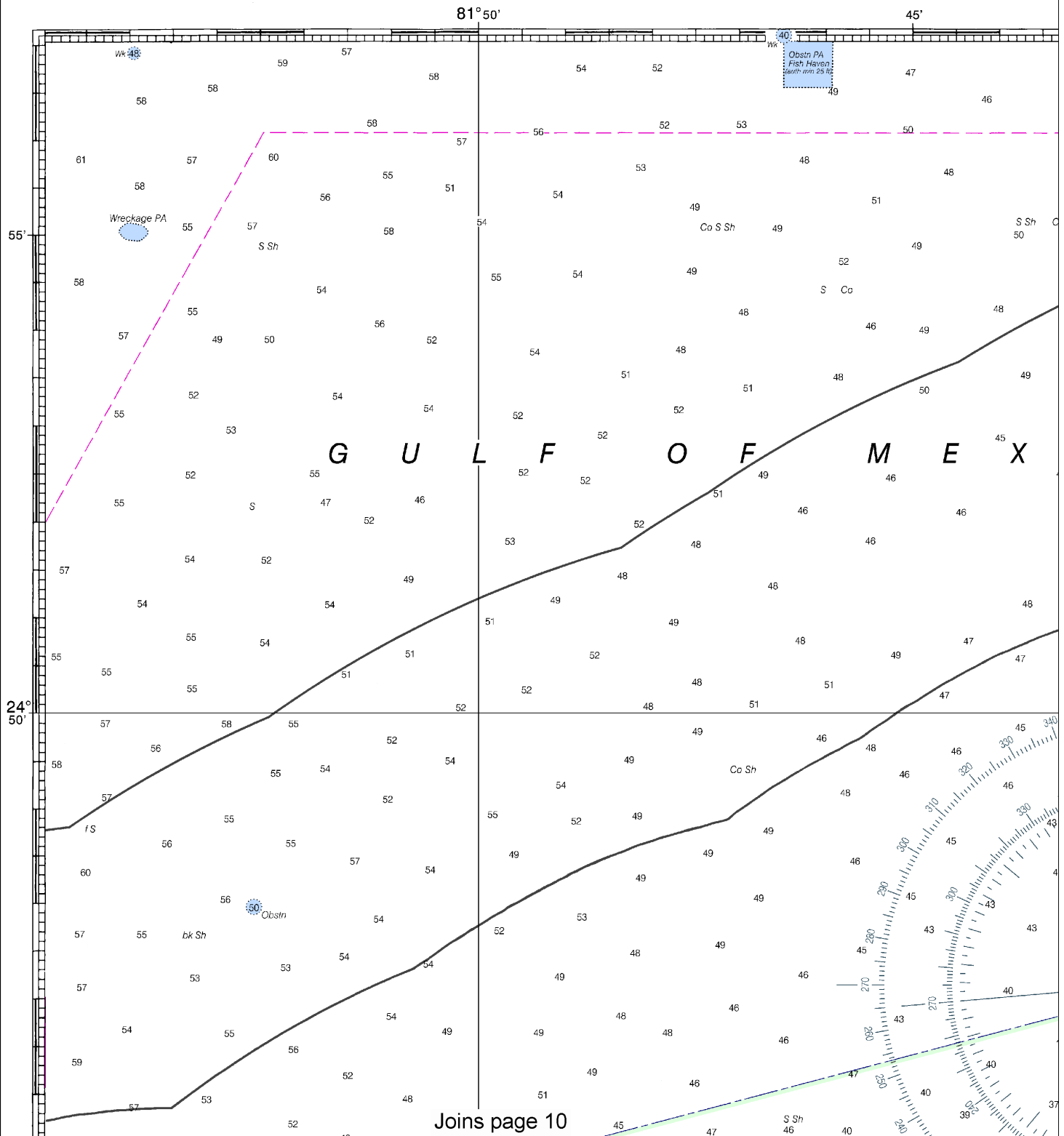
U. S. HIGHWAY NO 1
FIXED BRIDGE CLEARANCES

'A' HOR CL 67 FT VERT CL 16 FT	'F' HOR CL 89 FT VERT CL 15 FT	'Q' HOR CL 78 FT VERT CL 8 FT	'S' HOR CL 78 FT VERT CL 9 FT
'B' HOR CL 14 FT VERT CL 7 FT	'G' HOR CL 83 FT VERT CL 40 FT	'L' HOR CL 15 FT VERT CL 5 FT	'T' HOR CL 15 FT VERT CL 5 FT
'D' HOR CL 35 FT VERT CL 11 FT	'K' HOR CL 25 FT VERT CL 8 FT	'M' HOR CL 16 FT VERT CL 7 FT	'U' HOR CL 78 FT VERT CL 6 FT
'E' HOR CL 50 FT VERT CL 9 FT	'H' HOR CL 80 FT VERT CL 15 FT	'N' HOR CL 58 FT VERT CL 20 FT	'V' 2 FIXED BRIDGES HOR CL 96 FT VERT CL 9 FT
	'J' HOR CL 24 FT VERT CL 8 FT		

SCALE 1:80,000
Nautical Miles



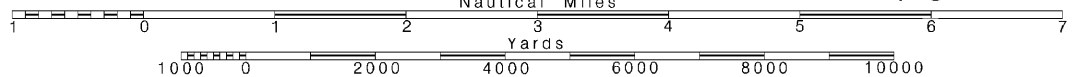
11442



Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

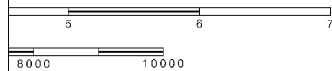
See Note on page 5.



Note: Chart grid
lines are aligned
with true north.

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NOTE E
 Extensive shoaling has been reported in the marked area through the keys from Big Spanish Channel to Key West. Mariners should use local knowledge when navigating this area.

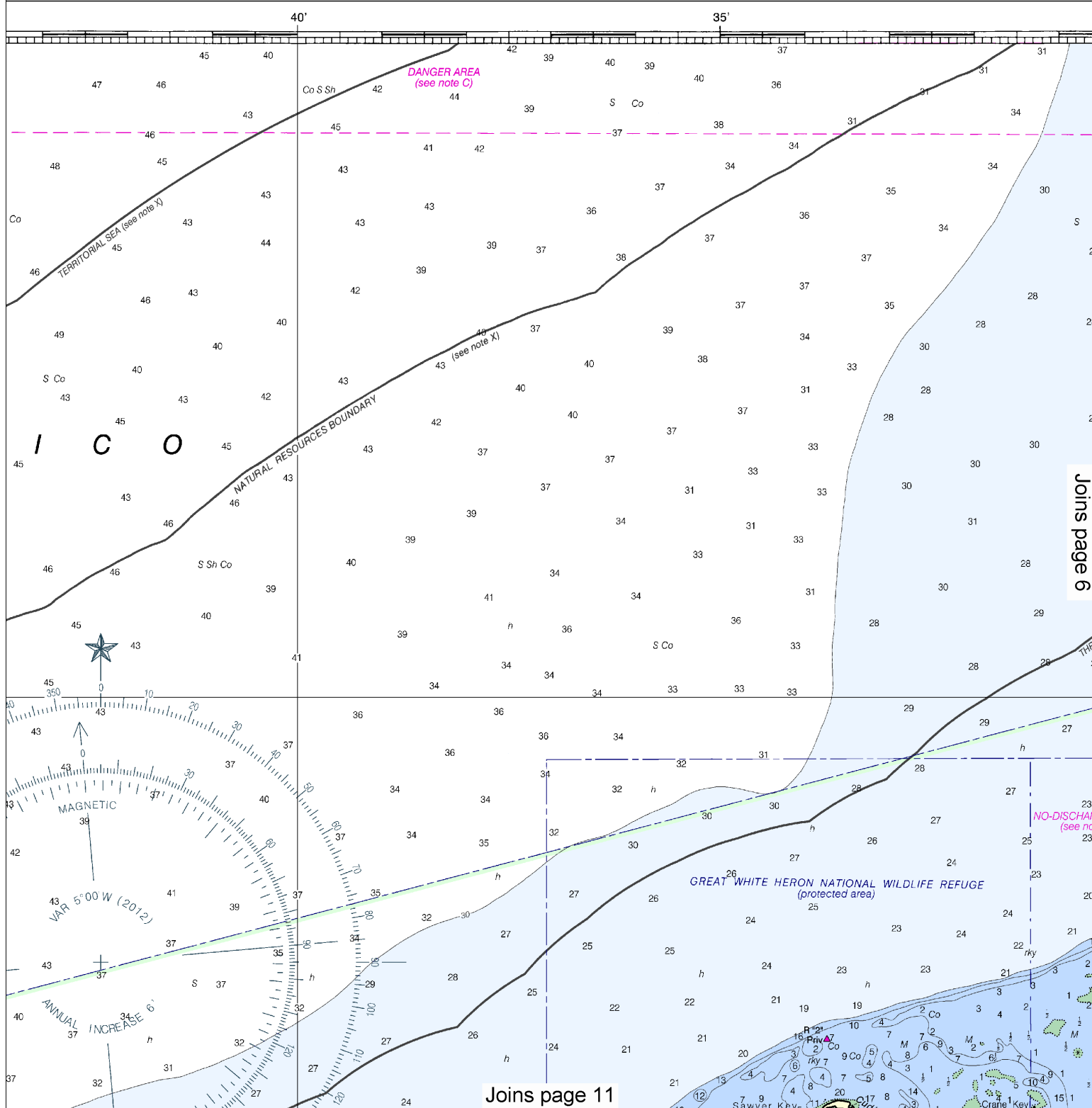


TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Boat Key Harbor bridge	(24°42'N/081°06'W)	feet 2.0	feet 1.8	feet 0.2
Bahia Honda Key	(24°39'N/081°17'W)	feet 1.5	feet 1.3	feet 0.1
Big Spanish Key	(24°47'N/081°25'W)	feet 3.3	feet 3.0	feet 0.4
Key West	(24°33'N/081°47'W)	feet 1.9	feet 1.6	feet 0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Sep 2012)

NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4 & 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.
 Refer to charted regulation section numbers.

Formerly C & GS 1251, 1st Ed., June



This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Fruit	Number of People
Apple	7
Orange	5
Banana	3
Watermelon	2

(Sep 2012)

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4 & 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

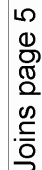
Refer to charted regulation section numbers.

Refer to charted regulation section numbers.

NOTE C
DANGER AREA

Area is open to unrestricted surface navigation and is cautioned neither to anchor, dredge, trawl, or to conduct any other similar type of operation that may result from mines on the bottom.

Formerly C & GS 1251, 1st Ed., June 1922 C1940-526 KAPP 355

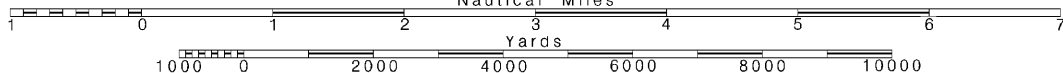


Joins page 12

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

6

see note A)
 collisions at Sea, 1972.
 of the COLREGS Demarcation Line.

EA
 navigation but all vessels are
 rawl, lay cables, bottom, nor
 on because of residual danger

NOTE B
 KEY WEST - MAIN SHIP CHANNEL
 The project depth is 34-30 feet. For
 controlling depths use charts 11441 and
 11447.

SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilots 4 and 5 for impor-
 tant supplemental information.

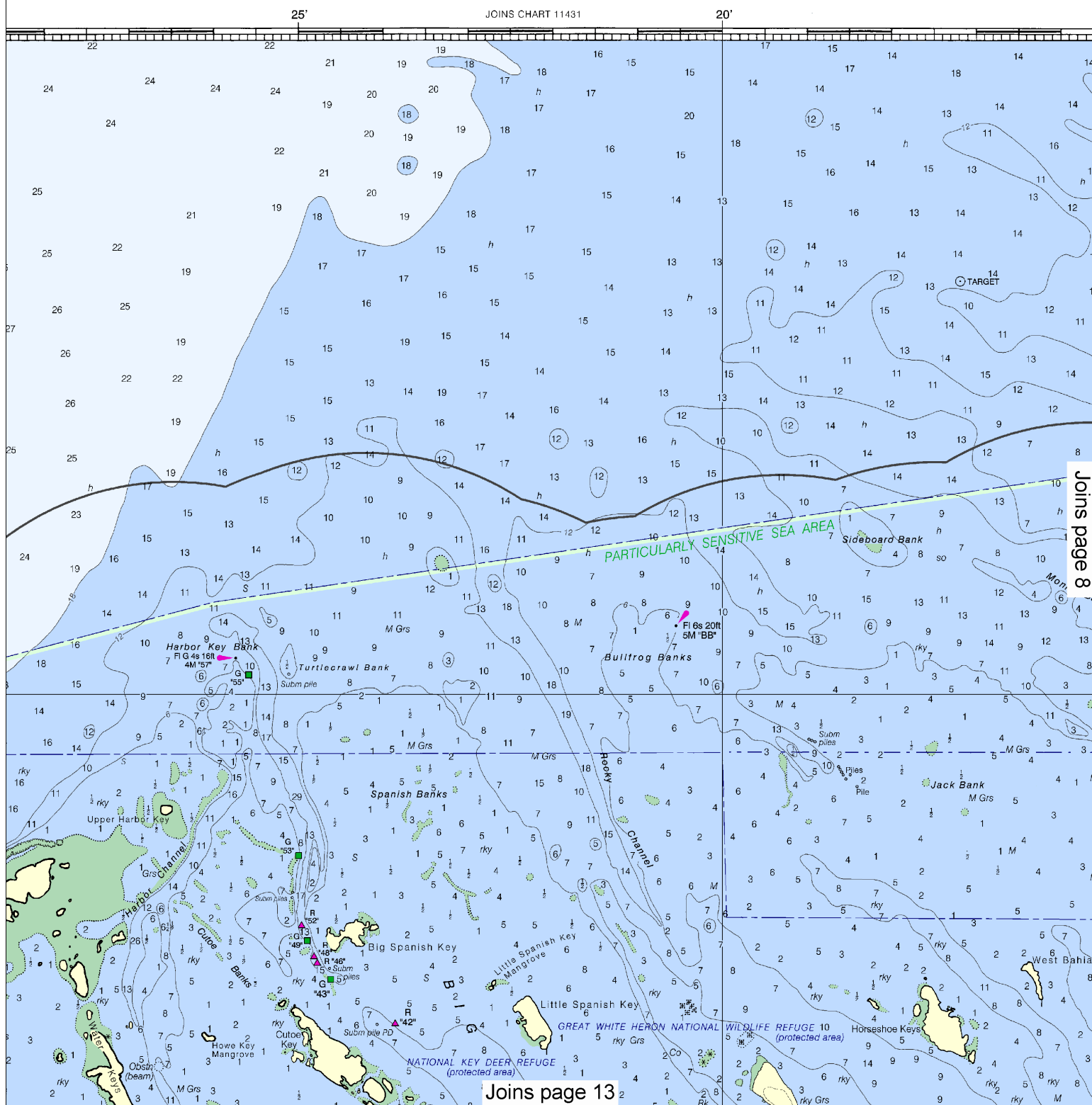
AUTHORITIES
 Hydrography and topography by the National Ocean Service, Coast
 Survey, with additional data from the Corps of Engineers, Geological
 Survey and U.S. Coast Guard.

CAUTION
 Improved channels shown by broken lines are
 subject to shoaling, particularly at the edges.

CAUTION
 Temporary changes or defects in aids to
 navigation are not indicated on this chart. See
 Local Notice to Mariners.

CAUTION
 Overhead power cables run parallel to High-
 way No. 1 from Marathon to East Rockland Key.
 All clearances are greater than those of the
 adjacent fixed bridges.

Additional info
 Within the 12-nautic
 some Federal laws ap
 outer limit of the territor
 limit of the other laws.
 of Florida, Texas, and F
 most cases the inner li
 jurisdiction of the state
 mile Exclusive Econ
 Unless fixed by treaty
 to modification.



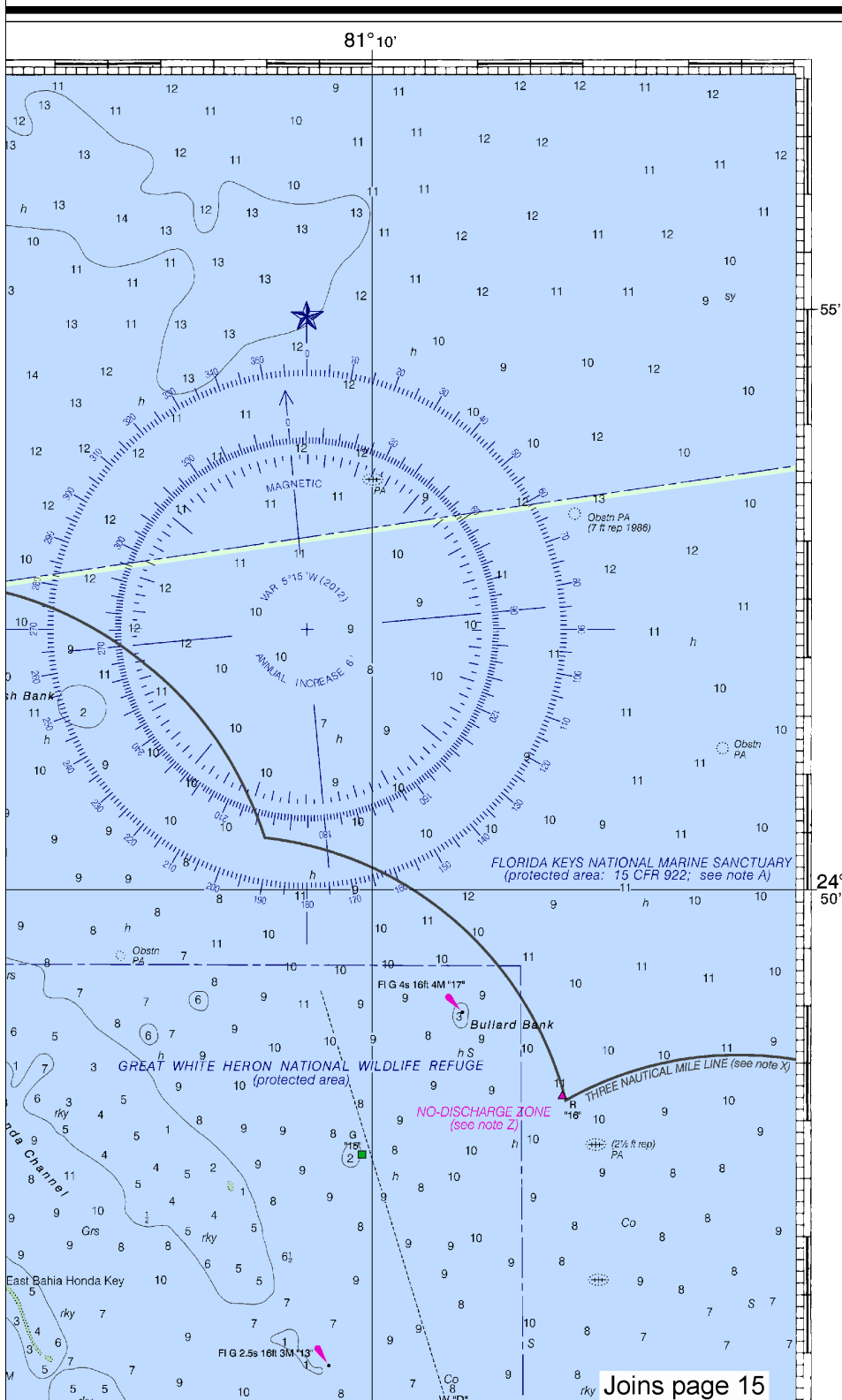
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,
 NGA Weekly Notice to Mariners: 4712 11/24/2012,
 Canadian Coast Guard Notice to Mariners: n/a.

CAUTION

Initial Proclamation, identified as the jurisdictional boundary off the Gulf coast elsewhere remain in the outer limit of the and the 200-nautical limits are subject

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
 (O) (Accurate location) (o) (Approximate location)

SOUNDINGS IN FEET



CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOAA WEATHER RADIO BROADCASTS

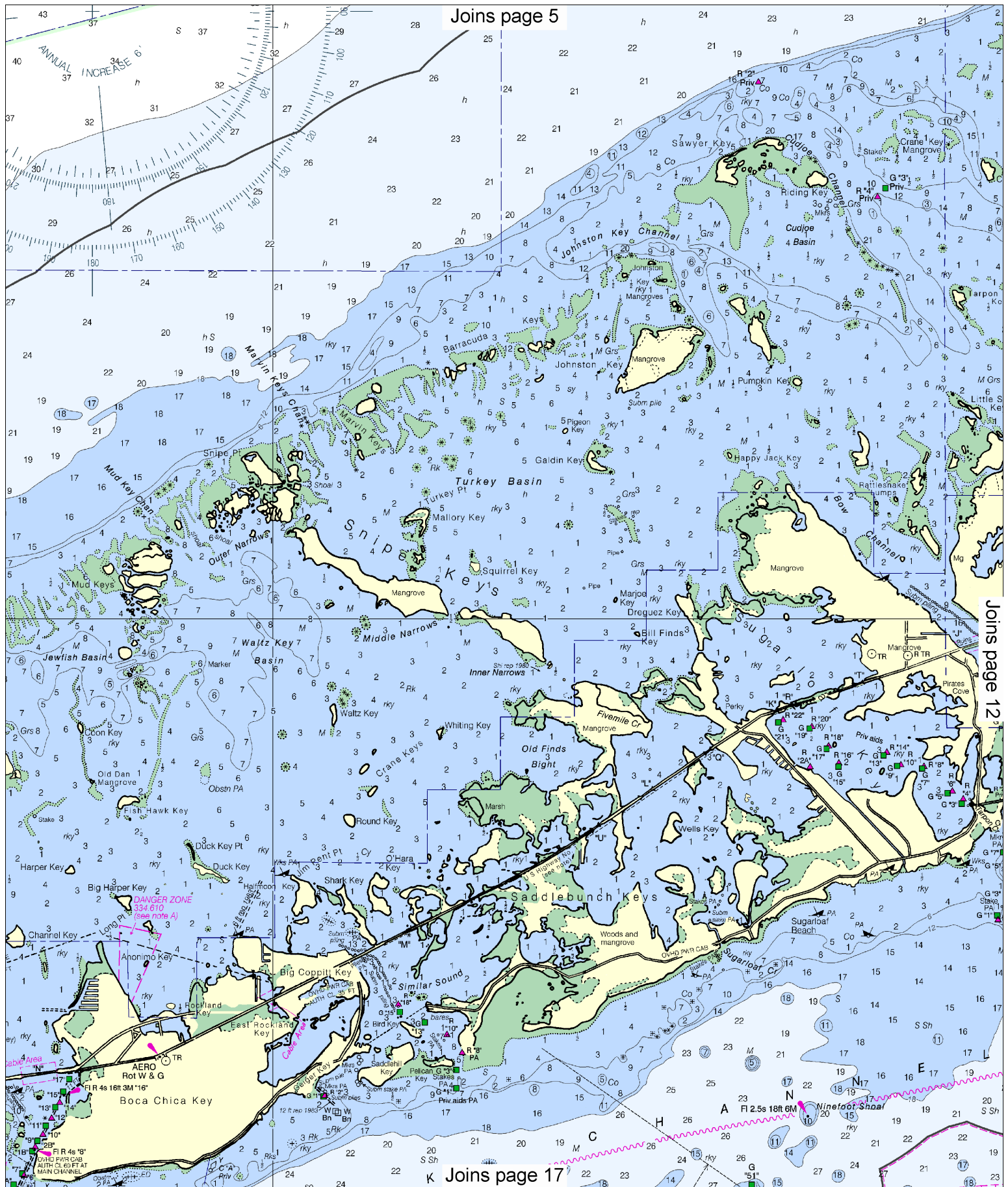
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

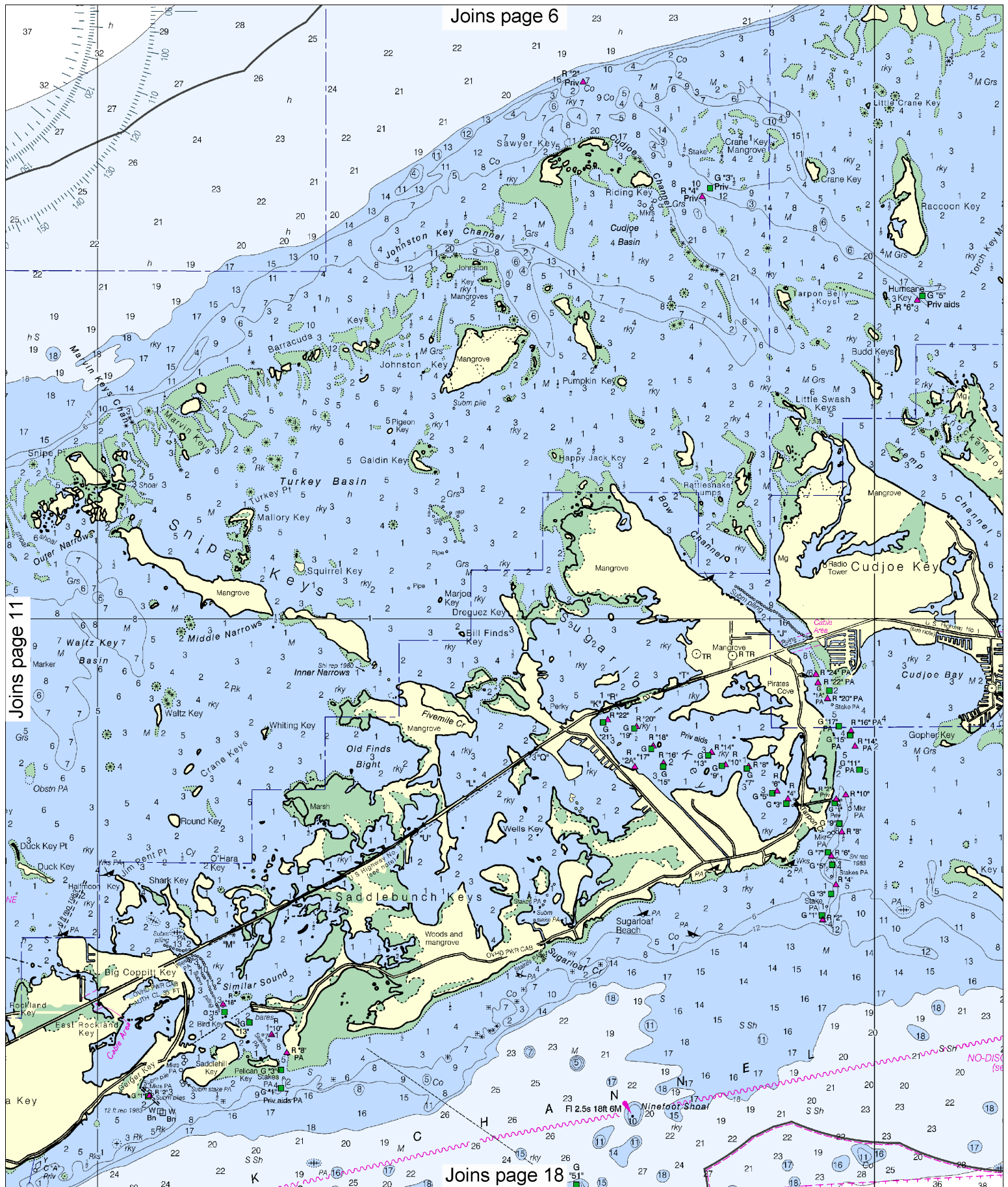
Teatable Key, FL	WWG-60	162.450 MHz
Key West, FL	WXJ-95	162.100 MHz

Joins page 15

See Note on page 5.

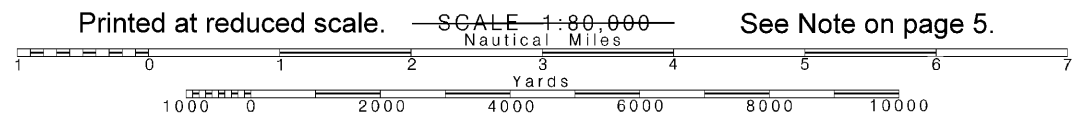
The image shows two horizontal scales. The top scale is labeled "Nautical miles" and has a main axis from 1 to 7. Above the main axis, there is a sub-axis from 0 to 10, with markings every 1 unit. The bottom scale is labeled "Yards" and has a main axis from 0 to 10,000, with markings every 2,000 units. Above the main axis, there is a sub-axis from 0 to 1,000, with markings every 100 units.

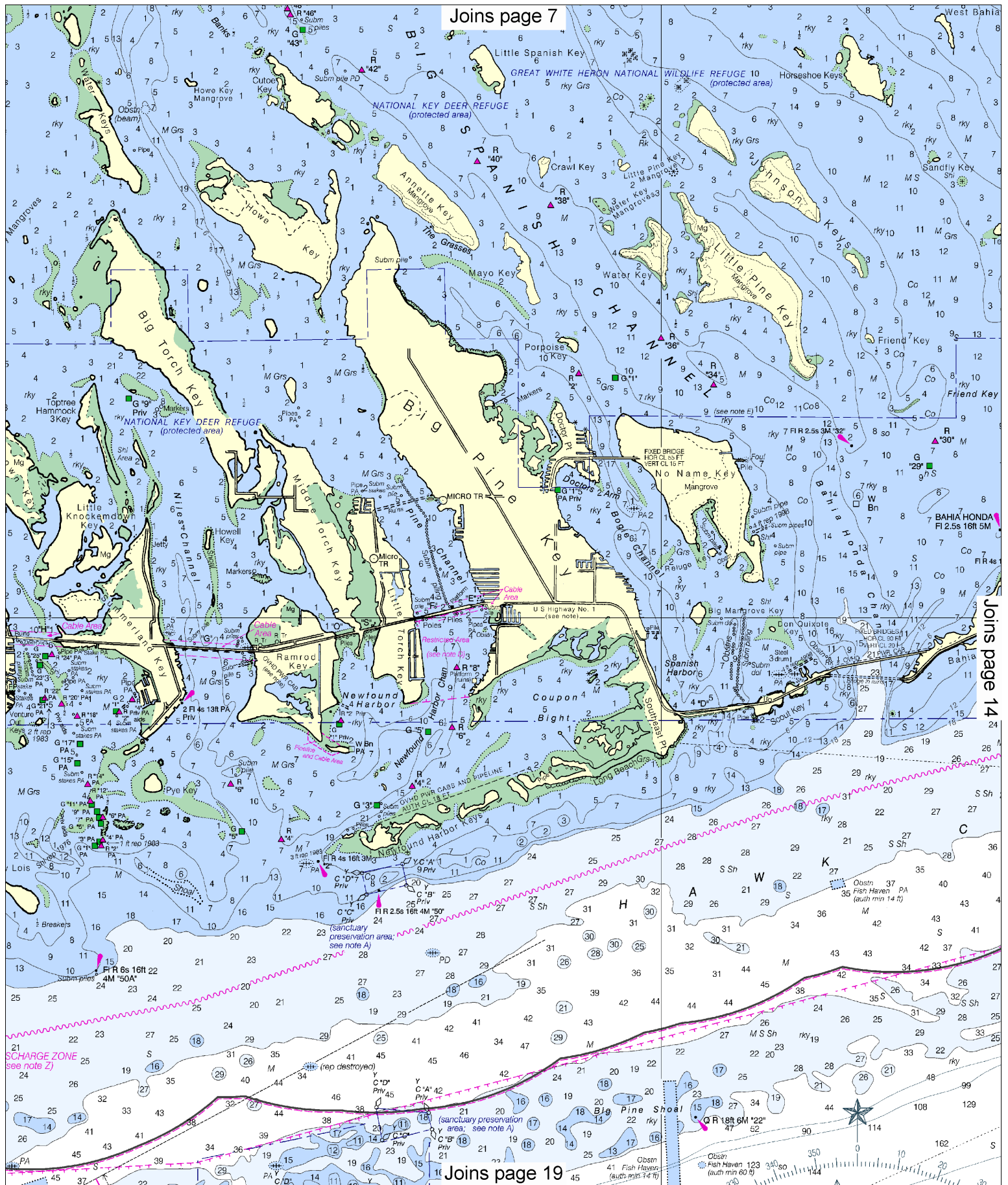


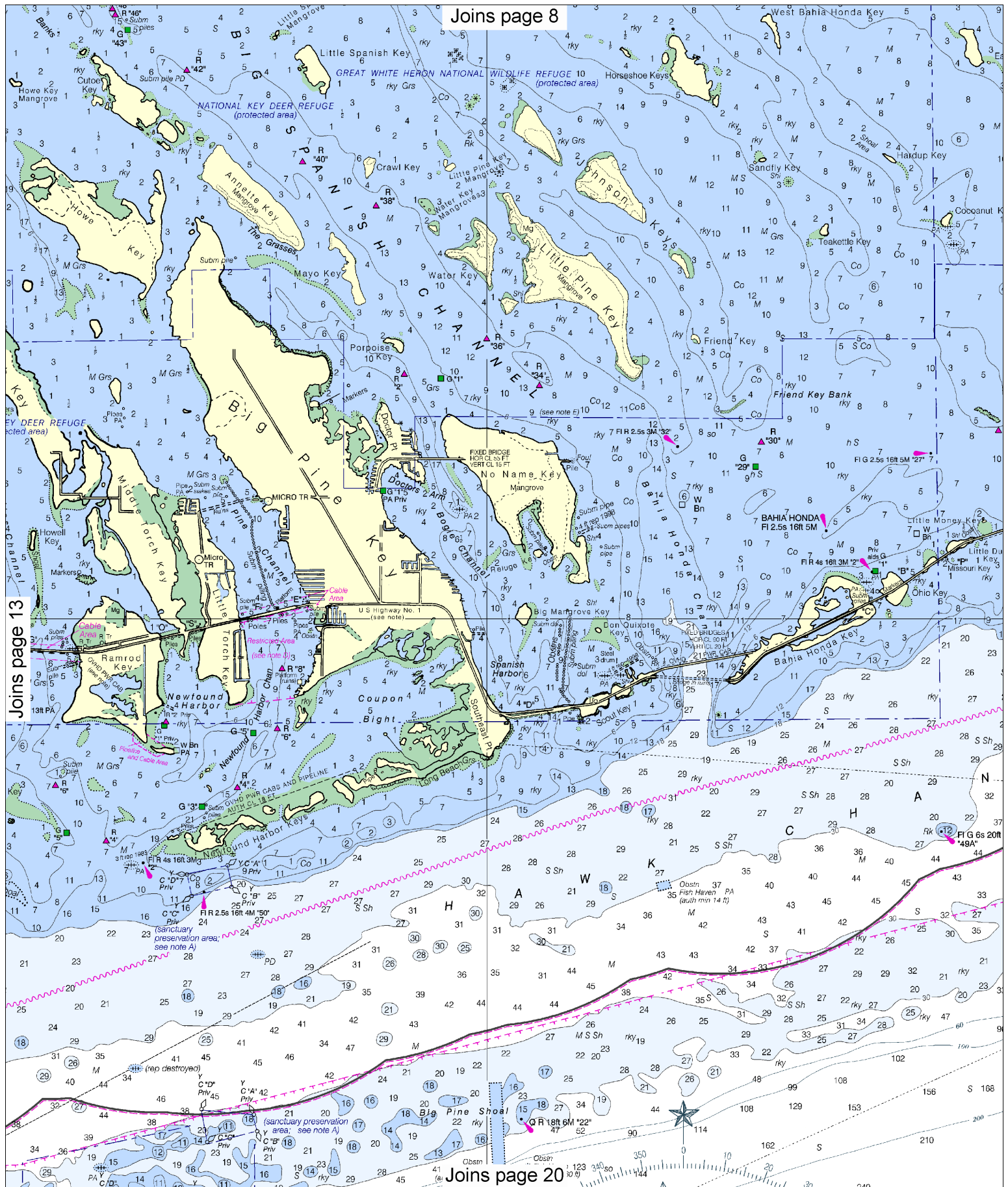


12

Note: Chart grid lines are aligned with true north.







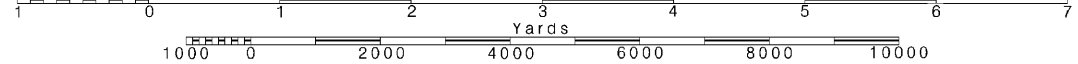
14

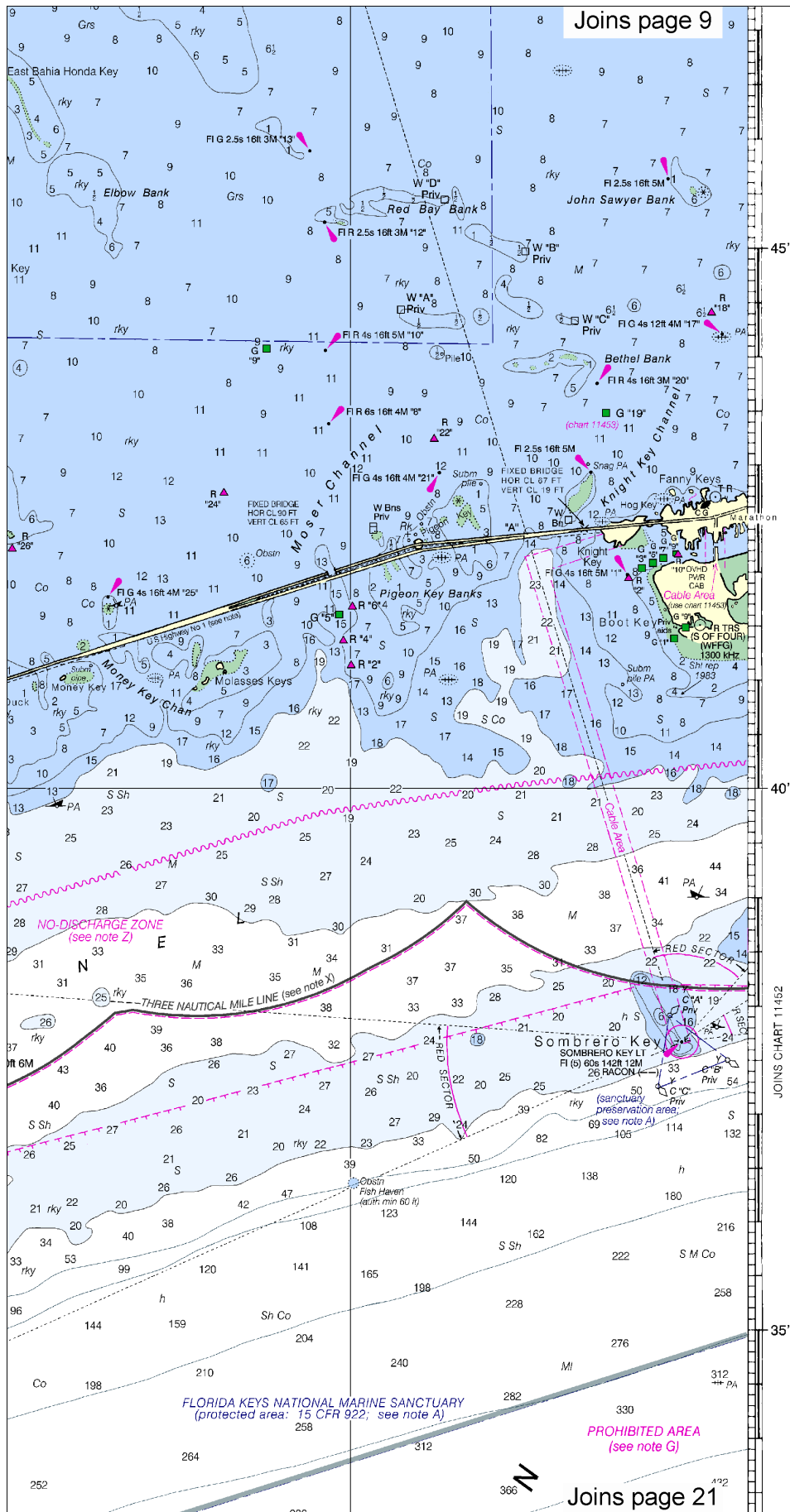
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

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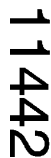
NOTE D

RESTRICTED AREA

No anchoring by sailboats or other masted vessels due to the presence of high tension power lines.

INTRACOASTAL WATERWAY

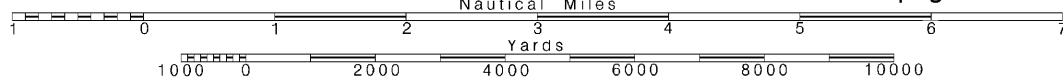
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners. See charts 11445, 11448, 11449 for detailed information.

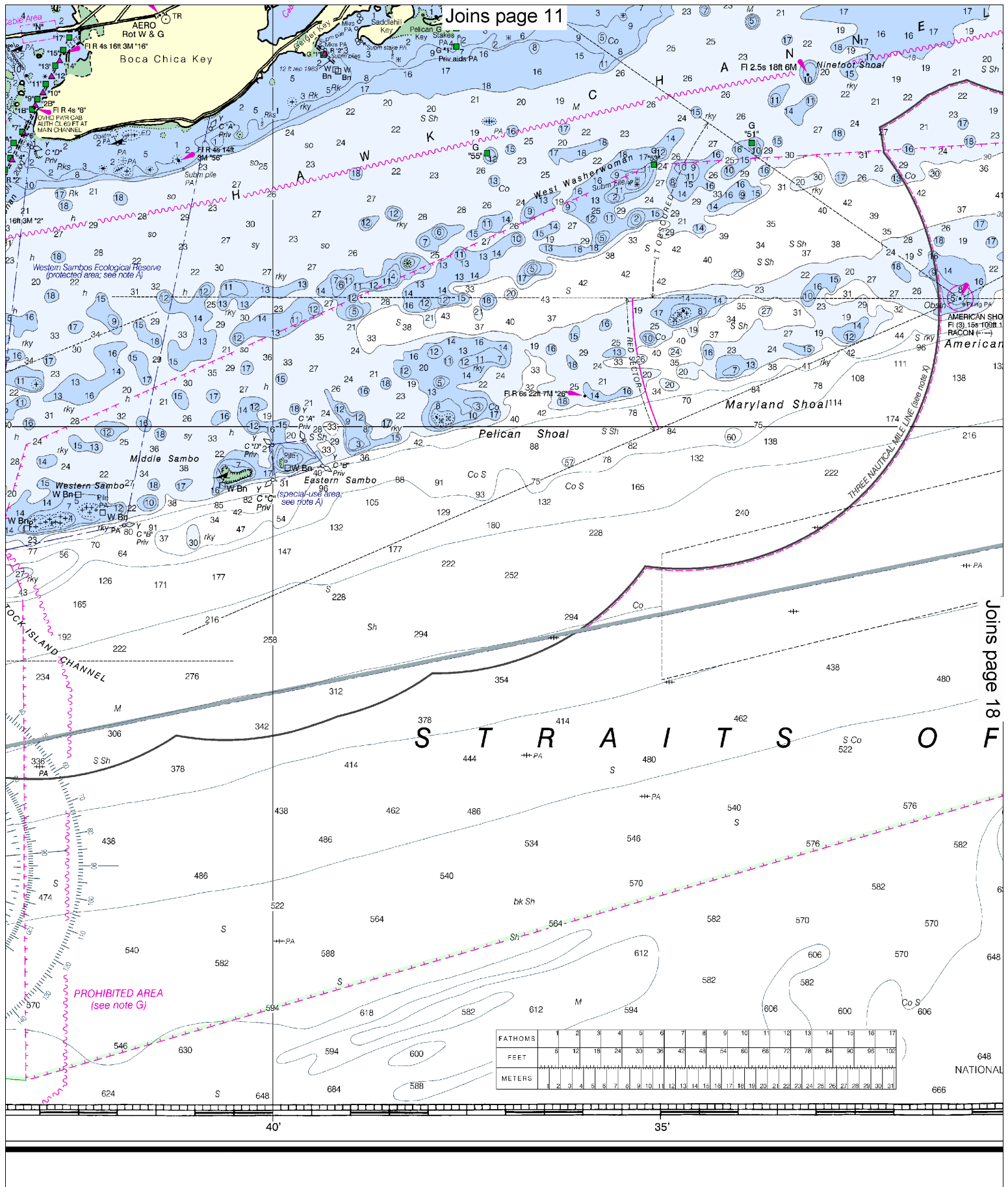


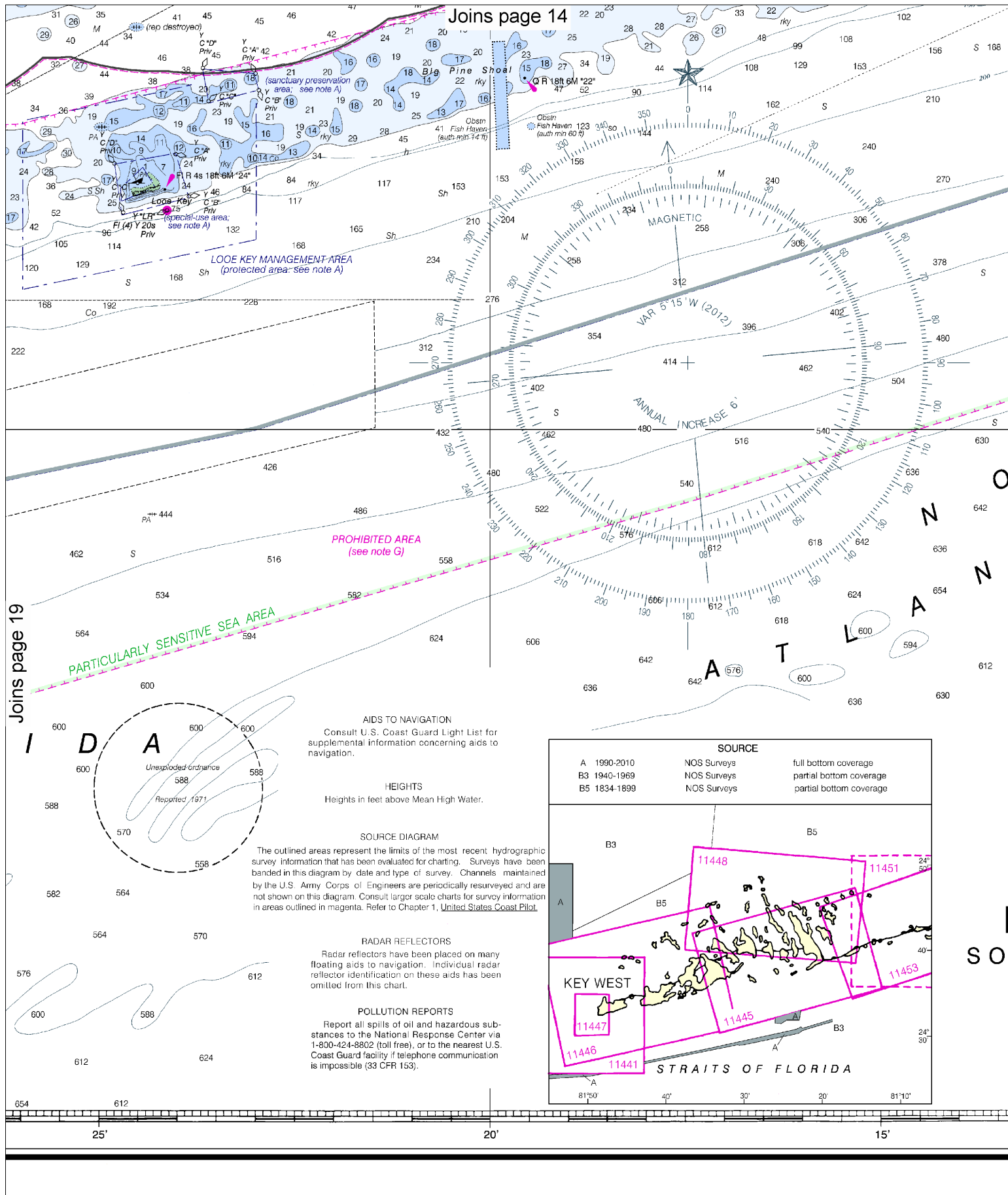
SOUNDINGS IN FEET

SCALE 1:80,000
Nautical Miles

Note: Chart grid lines are aligned with true north.

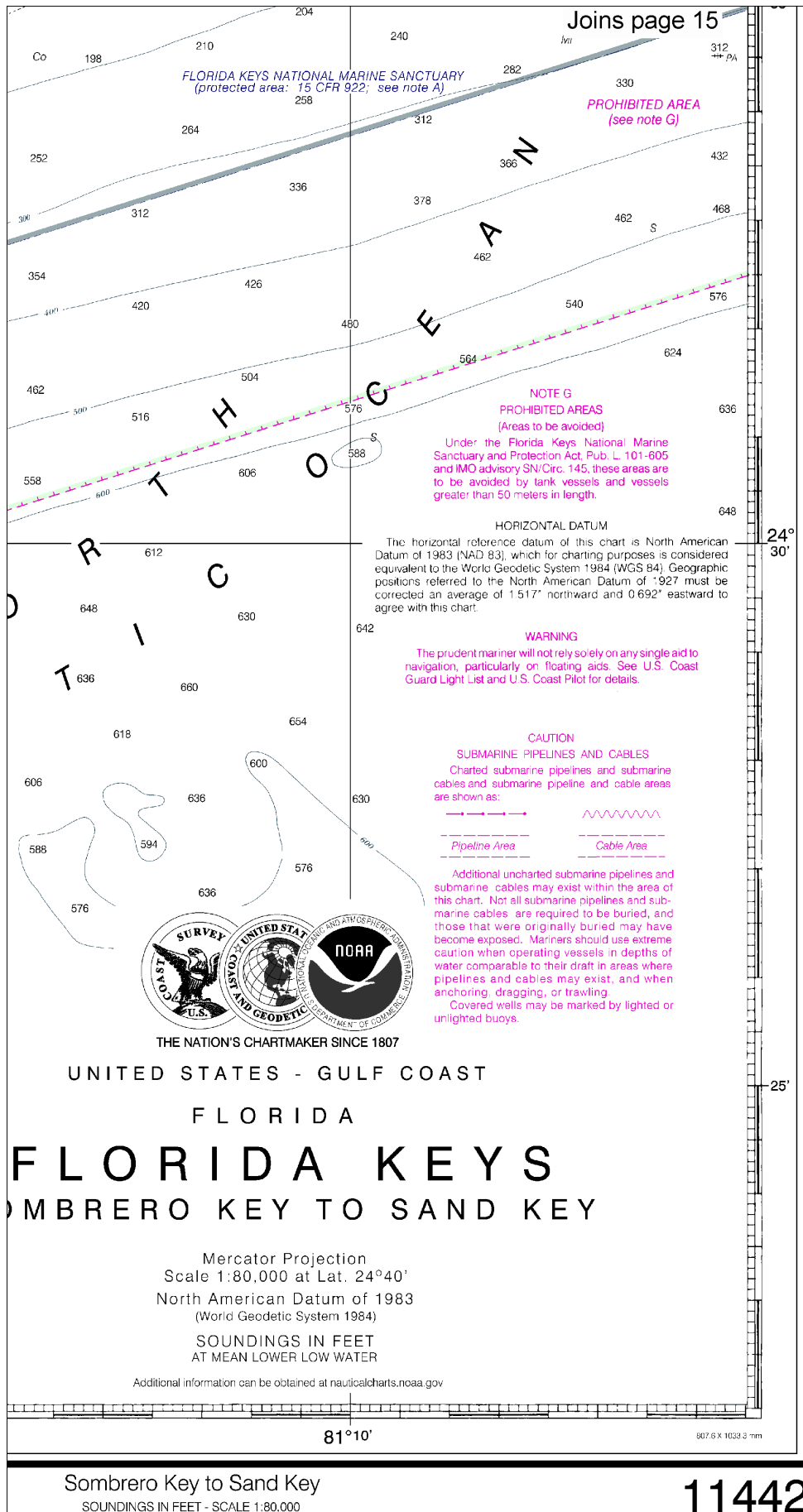






20

Note: Chart grid lines are aligned with true north.



ED. NO. 36



NSN 7642014010147
NGA REFERENCE NO. 11AHA11442

Sombrero Key to Sand Key

SOUNDINGS IN FEET - SCALE 1:80,000

11442



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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NOAA's Office of Coast Survey



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